Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **941** **Const Calendar Day:** 485 **Date:** **02-Oct-2013** **Wednesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Wilcox, Jason** **Approved Date:** 16-Nov-13 **Status:** Approved

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 60 - 70 **12 PM** 60 - 70 **4PM** 70 - 80
Precipitation 0.00" **Condition** Partly cloudy

Working Day ☐ If no, explain:

Diary:

Dispute ☐

Work description.

- Briefly reviewed the revised drawings for the cable tie down protective covers (HDPE Pipes) which call for additional cross braces and grouting the pipes.

- Went to the District 4 Office to check on the progress of processing data for the SFOBB LIDAR Scan (Erskine Project) with Warren Collins. The intent was to start the process of extracting data from the model for engineering analysis for a particular aspect of the bridge.

// E2 Cap Beam Shear Key Retrofit //

- The majority of the day was spent cutting the top threaded portion of the following anchor rods:

S1 Shear Key: D1, D2, D7, D8, E1 and E2
S2 Shear Key: D1, D2, D7, D8, E1, E2, E7, and E8

Today ABF engineer Adam Reeve noticed that when anchor rods S1D7 and S1D8 were cut and pushed down into the E2 Cap Beam that the rod was cored through back in May. ABF ironworkers spent most of the day trying to resolve fixing this issue as the cored anchor rod presents sharp edges which can shear PT strands. See photos below for more details on this issue. It should also be noted that per RFI#3492R00, ABF started to remove the entire anchor rod S1E2 that was thought to be broken due to stressing. When it was discovered that the rod was cored through, direction was given by TY-Lin to stop extracting the rod if it cleared the cored holes.

Other items to note were that dye grinding on the S2 Inboard Upper Saddle stub plate holes continued today as well. Conco laborers finished forming the grout pad blockout for the S1 SE Lower Saddle segment. Grout can't be placed at this time due to the fact that the forms didn't pass the "soak" test. Essentially the forms need to hold water and not leak for 24 hrs prior to grout placement per Submittal #2914R00.

See Brian Wolcott's diary for ABF labor/equipment and Pamela Gagnier's diary for Concos labor/equipment.

Attachment

Cored section of anchor rod S1E8 seen from the west side of the E2 cap beam in a through tendon looking east.

ABF ironworkers cutting anchor rods and dye grinding the S2 Upper Inboard Saddle stub plate holes.

Cut anchor rods today put into a box to be shipped back to Pier 7 for additional testing.

Cut sections of anchor rod S1E2 removed from the blockout.

Jacking setup to extract anchor rod S1E2 from the blockout looking west.

Gap of 5" measured between the demo concrete and the S1 SE Lower saddle segment for grouting.

Jacking removal system for removing the S1E7 and S1E8 anchor rods looking SE.